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Cream Cheese ask for and be
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[778]

PRICE, \$3 PER MONTH.

LATE TELEGRAMS.

THE ROAD TO BERLIN.

NEW YORK, September 8th.
A despatch from Petrograd to the New York Times states that if the plans of the Russian army should succeed between the two rivers, the Vistula and the Bug, a branch of the Vistula, the road to Berlin will be completely opened to them. This Austrian strategic position against the Russian army is very dangerous in three directions, and in the fourth direction there is a wide expanse of swampy ground by which the Austrian movements will be hampered.—*Nichi Nichi.*

GERMAN MINISTERS CENSURED.

NEW YORK, September 8th.
A Home despatch reports that the German Emperor censured Herr von Bethmann-Hollweg, the German Chancellor, and Herr von Jagow, the Foreign Minister, for their diplomatic blunders which caused Great Britain to declare war against Germany, and Italy to stand aloof from the discharge of treaty obligations and thus placed Germany in an isolated position.
As the result of this Imperial censure both Ministers have tendered their resignations.—*Japan Chronicle.*

THE ADVANCE ON TSINGTAU.

CHINESE, September 12th.
The Japanese are rapidly landing troops at Lungkow by means of fresh transports and are making a rapid advance in spite of the difficulties they have to contend with, owing to the bad condition of the roads. The country is flooded, the rivers and roads being impassable.

The Chinese are offering no obstacle whatever. The report to the effect that the Chinese have attempted to prevent a Japanese landing is entirely without foundation. The Tsois has ordered each village in the Wongsien section to provide two carts for the transport of private families.

All along the line of march the crops have been cut down and are strewn on the roads. This has been done to facilitate the Japanese advance. Chinese coolies are being enlisted by the Japanese to facilitate their progress.

The Japanese are well equipped and are marching with very heavy kit. They have ample means of transport in the form of horses and mules. The field artillery are well furnished with horses. The men look fit and are marching in excellent order.

Up to the time of cabling, our correspondent had seen no siege guns. The country south of Pingtu is flooded to such an extent that it is impassable. In consequence of this there is no possibility of any activities occurring for a fortnight at least and it is very probable that the delay may extend to a month.

The Japanese are in possession of maps, accurately compiled, and have a perfect knowledge of the whole locality. There is every indication that the Japanese are forming on an extensive line of attack. At the Japanese headquarters at Lungkow there is a considerable quantity of coal and foodstuffs.—*Peking and Pootsin Times.*

TYPHOON WARNINGS.

The American Consulate General received from the Manila Observatory at 4 p.m. yesterday the following messages:
Cyclone or typhoon east of the Visayan Islands moving W. or W.N.W.

Cyclone or typhoon south of Guam Island, direction unknown.

A CONCESSION BY THE CABLE COMPANIES.

A notice has been issued by the Eastern & Associated Telegraph Companies, announcing that with the view of reducing the cost of cabling during the present censorship, they have arranged with the Postmaster-General as a temporary measure from to-day that the text of "full rate extra European plain language messages" (including signatures) written in English and exchanged between Great Britain, the Oversea Dominions and Colonies served by their system, including Egypt, will be counted and charged as if written in groups of ten letters to a word. Figures and commercial expressions such as Cif, Fob, etc., will continue to be counted separately as at present. Any surplus group of letters immediately before a group of figures or commercial expressions or at the end of the text will be counted as one word.
Telegrams will continue to be written and signalled as at present, but senders would assist the Telegraph service and avoid delay to their telegrams by marking every tenth letter in their outward telegrams before handing them in for transmission.

AMERICAN GRAVES IN CHINA.

A Washington report says:—Preservation of the graves of many Americans and other nationals in foreign cemeteries on Danes Island and French Island, near Canton, China, is urged by the American Consul-General at Canton in a report to the State Department. The cemeteries contain the graves of Alexander Hill Everett, first resident Minister of the United States to China, who died June 28, 1847, and a number of American missionaries, seamen and merchants. Some of the graves are said to be without grave stones and the inscriptions on many of the stones are almost effaced. The Consul-General suggests that the countries whose nationals are buried there should co-operate in making necessary repairs. There are 288 graves in the two cemeteries.

STORIES FROM THE BATTLEFIELDS.

DEFENCE OF LIEGE.

DEFENDERS' HORRIFYING STORY.

English officers who were recently in Brussels interviewed some of the defenders of Liege. One Belgian officer in describing the German attack, stated:—
"As line after line of German infantry advanced we simply moved them down. They made no attempt at deploying, but came on line after line, almost shoulder to shoulder, until the fallen men were heaped in an awful barricade, the dead and wounded threatening to mask our guns. The barricade became so high that we did not know whether to fire through it or to go out and clear openings with our hands. In the meanwhile some of the wounded were trying to release themselves.
"This wall of dead and dying actually enabled the wonderful Germans to creep close in and to charge up the glacis whence our maxims swept them.
"We had losses, but they were slight compared with the carnage in the ranks of the enemy."

THE RED INDIANS OF EUROPE.

BRUSSELS, August 19th.
The French and Belgian cavalry, in their sweeping movement passed a series of ruined villages, which the Germans had sprinkled with petrol, and had then set on fire. The allies, particularly the Belgians, are maddened by these outrages, and they vow that they will exact a full measure of retribution. The Belgians have nicknamed the Prussians "The Red Indians of Europe," owing to their burning propensities.

BRUSSELS, August 21st.
The Mayor of Linsman, near Tirlmont, has officially reported that on Wednesday, German Hussars, whose officer had been shot by a Belgian patrol, accused civilians of having done the shooting. They thereupon shot two villagers whom they described as spies. Then they murdered a man and his wife, set fire to their house, and cast their bodies into the flames. After that they shot three other persons, and finally they fired several villages by their feet to misanthropes and dragged them along with their heads on the ground. Eight of the people were shot dead with revolvers, and several more had their ears shot off.

THE FIRST MULHAUSEN BATTLE.

RELATED DETAILS: FEARFUL CARNAGE.

BERNE, August 24th.
Details of the fighting that took place between the Germans and the French at Mulhausen on the 8th and 9th are now becoming public.

It appears that on Sunday the Germans shelled the town, and the population took refuge in the cellars. The German infantry stormed the French entrenchments at the bayonet's point, and the close formation of the French began to give way. Those on the east and the north of the town retreated, the Germans following them at the run.

At the street corners knots of breathless Frenchmen wheeled to face the enemy, and formed double and triple lines. Fusillades followed, but the result was always the same—the rush of the charging Germans, the clash of steel, the shriek as the bayonet was driven home, and then the French ran again.

The ghastly work was continued until night-fall. The German tactics involved terrible loss of life, but they practically assured victory to the superior weight of numbers. When the Germans secured possession of the town the dead and wounded lay at every street corner and beneath every archway. Next day the French and German dead were buried in common graves in the surrounding fields. Many of the wounded crawled into the cornfields to escape being trodden upon by the fighters, and for days afterwards the Germans searched through the growing corn for possible dead bodies. The schools and churches, as well as many cottages, were filled with the wounded, who had been left for 10 hours, and in some cases 12 hours, in the fields and on the roads while the rival forces surged backwards and forwards.

GERMANY'S MEAT SUPPLIES.

LONDON, August 18th.

The Copenhagen correspondent of the *Daily Chronicle* telegraphs that Germany is drawing all food supplies possible from Denmark. The export of live cattle to Germany through Jutland is so great that the travelling route is unable to carry the traffic. The railway ferry between Gjedser, in the island of Lolland, and Varnemunde, has been re-opened. The German duty on cattle is annulled, and the quarantine restrictions are not enforced.

DUTCH DISTRESS.

THE HAGUE, August 21st.

It is stated officially that a bread famine is feared in Holland, as the wheat stocks are only sufficient to supply the country for two or three weeks. The Government has seized all the wheat at present stored in Rotterdam.

DEFENCE OF ANTWERP.

AMSTERDAM, August 21st.

Extensive preparations have been made to defend Antwerp. The neighbouring woods have been cut down, and the surrounding villages have been destroyed in order to deprive the Germans of cover, while earthworks have been thrown up in all directions, and part of the country outside the fortifications has been flooded. Two Dover-Ostend steamers are lying in the Scheldt, in readiness to remove the Queen and her family in the event of the city being besieged.

BRITISH GENERAL'S FUNERAL.

PARIS, August 21st.

A great public demonstration was made yesterday at Boulogne at the military funeral of General Sir James Grierson, commander of the second corps of the English expeditionary force. The body of General Grierson who died suddenly, has been taken from Boulogne to England for interment. General Sir Horace Smith-Dorrien has succeeded to the command of General Grierson's corps.

"DON'T WANT TO FIGHT."

GERMAN "NEWS" OF COSSACK DISAFFECTION.

COPENHAGEN, August 18th.
More German newspapers have arrived in Copenhagen. The *Berliner Morgenpost* states that the *Frankfurter Zeitung* has had information of a manifesto by the Czar to "My beloved Jews" printed in Russian and Yiddish. In this the Czar is alleged to remind the Jews of the benefits they have received from Russia, and from the House of Romanoff in particular, and his Majesty calls upon them to volunteer in the Russian army, as Jewish and Russian interests are one and the same. In return for this the Jews are to be permitted to live in districts hitherto forbidden to them. The Jews, the journal adds, are somewhat backward in responding to this invitation.

The *Berliner Tageblatt* reproduces a letter dated "Königsberg, August 8th," stating that authoritative news has come from Memel and Tilsit that the Cossacks are disaffected, that they are willing to sell their horses for a sovereign, and are so hungry that they throw away their arms, begging their enemies to give them bread and work, saying, "We didn't wish to make war and we don't want to fight."

ONLY GERMAN TRUTHFUL.

The *Berliner Tageblatt*, in an earlier issue, publishes a remarkable manifesto issued to the German nation by General Stein, who belongs to the General Staff of the army. He cautions the people against believing any statements but those given out by the General Staff itself. "In England and France," he says, "falsehoods are being spread broadcast. You Germans have too much faith in the Government to accept rumours too easily. The English accuse us of having suggested a partition of Holland in exchange for British neutrality. Such charges are beneath contempt, and demonstrate the righteousness of our cause and the wickedness of our enemies."

Another Berlin paper declares that Great Britain is paralysing American diplomatic relations by preventing the United States Ambassadors from sending their despatches in cipher.

CAIRO, August 18th.
The German newspaper, *Ägyptische Nachrichten*, which has been in circulation in Cairo for the last eight years, has been suppressed for publishing sensational news of alleged German victories.

An old lady once went up to a sailor and asked him why the ship had stopped.

"Can't get along on account of the fog," said the sailor.

"But can't you go by the stars?" said the old lady.

"We're not going that way, unless the boiler busts, mum."

THE WORLD'S DENTIFRICE.

Odol.

which has won its way round the world and established itself supreme in every country.

Odol, and Odol alone, possesses the marvellous power of protecting the mouth, for hours after cleansing, against all bacterial influences which endanger the health and destroy the teeth.

THE ACTIVE NAVY.

"MAMMILUS AND HERMINIUS."

As we live in an island, and the communications of the Empire are maritime, it has always been recognized that we require a great standing Navy. A portion of the Navy is always mobilized, and that proportion is larger to-day than ever before—thanks to the German Navy Acts. Whether the complements be adequate or not may be open to doubt, but, at any rate, the assurance has been given that the First and Second Fleets can be manned with active service ratings, and in point of fact they are so manned to-day. The Navy, even under peace conditions, is far more ready for war than the Army. The only ships which cannot be placed upon a war footing at a few hours' notice are those which constitute the Third Fleet. They form an admirable reserve, but nothing more. The present organization is apparently based upon a conception of the course of hostilities which the First Lord of the Admiralty explained to the House two years ago when discussing the constitution of the Home Fleet. He then stated the rules which guided the Admiralty. The first is that in times of peace we measure the relative construction of two Navies by percentages. In naval war, and especially in modern naval war,

another system of calculation becomes dominant. Battles are not decided by ratios or percentages. They yield definite and absolute results, and the strength of conflicting Navies ought to be measured, not by subtraction, but by comparison, he said, "that in a first battle between good and efficient Navies equally matched tremendous damage will be reciprocally inflicted. Many ships on both sides will be sunk or blown up. Many more will sustain injuries which will take months to repair. Others will not come out again during the whole of the war. Indeed, the more we force ourselves to picture the hideous course of a modern naval engagement, the more one is inclined to believe that it will resemble the contest between Mammilius and Herminius at the Battle of Lake Regillus, or the still more homely conflict of the Kilkenny cats." That he regarded as a very satisfactory reflection for the strongest naval Power, since it will always pay the strongest naval Power to lose ship for ship in every class. The process of cancelling would conduct us, albeit by a ghastly road, to certain victory, and to a condition not of relative, but of absolute superiority. Further, with a reciprocal destruction of the newer ships, the older vessels will rise swiftly in value. When the ace is out, the king is the best card, and so on."

Naval and Military Record.

FIRST GERMAN ADVANCE.

THE ATTACK ON LIEGE.

GERMAN SOLDIERS' GRAPHIC STORY.

MAESTRICHT, August 12th.

Fugitives from the German army, operating against Liege, have given details of the advance into Belgium and the attacks on Liege from the invaders' point of view. Here is the story of the march on Liege, as related by the most intelligent one:

"We went by train to Herbesthal, the last German town, the outskirts of which touch the frontier. We travelled in open goods trucks, and the journey was like a triumphal progress, everywhere acclaimed by the people. Old men came out to bless us, and women and girls passed alongside the train encouraging us with kind words and more substantial gifts of food and drink.

"At Herbesthal we took to the road and advanced into Belgian territory. On the frontier itself there was absolutely no resistance, though a few stray shots were fired at our cavalry scouts, who preceded the main body.

VIERVIEREN TAKEN.

"After occupying the first Belgian town of Liege, where locomotives and rolling stock were found, we continued our advance to Verviers, which was cleared of Belgian troops by our cavalry before our arrival. The inhabitants of Verviers watched our march into the town with terror, withdrawing into their houses and peeping from behind closed shutters, evidently fearing that we would commit outrages.

"Nothing of the kind happened, and we marched to the officers of the municipality and tore down the Belgian flag, which was replaced by a German flag, amid the cheers of our men. A proclamation of the annexation of Verviers and the district was read in French outside the town hall and posted in all parts of the place. Martial law was proclaimed, and the residents were warned that any resistance to the German military authority would be punished by summary execution.

"A German officer took over the administration of the town and began by requisitioning food and other supplies and various kinds of subsistence for the German troops. His orders were carried out meekly, even zealously, by the citizens of Verviers, who told some of our men quartered in the houses that they had received instructions from Brussels to offer no opposition.

"Among the regulations enforced was one compelling the townspeople to be within doors by sunset and not leave their houses before sunrise. They were forced to find quarters for our men and hand over the bread from the bakeries, which were kept working night and day; also to yield stored meats, groceries and eatables of all kinds to such an extent that the Belgians themselves were left in a sorry plight. Any kind of violence against the civilian inhabitants was strictly prohibited unless we were attacked. Then we had orders to shoot without hesitation in self-defence.

"After a few hours the Belgians got over the first fright and fraternized with the invaders as far as possible with the difference of language.

"Then followed with astonishing rapidity the advance to Liege, the first part of the journey being done by train, but not far.

"The retreating Belgians soon began to tear up the permanent way so we had to take to the road again and march. The use of the railway to and beyond Verviers caused our sudden appearance before Liege.

DAYS OF HORROR.

"Then we went through days of horror. I took part in the earlier attacks on the Belgians defending Liege, and, though I am not a coward, the sights I saw and the wholesale slaughter of our men filled me with dread. Again and again we advanced, always in close formation, lying and shooting at an elevation given us by officers, running forward and dropping again on our stomachs, continuing to fire and advance again, always nearer, nearer to the lines of our enemy.

"As we pressed forward, our ranks became thinner. Shells burst among us, killing and wounding, and such wounds were far worse than death itself while the rifle fire of the Belgians mowed down our men in dozens, scores, hundreds.

"Have you ever been under fire, ever pushed forward against the invisible enemy, with comrades dropping dead or mutilated all around you? Ever seen the effect of modern artillery trained on masses of human beings? Ever seen heaps of dead and heaps of wounded, all mixed together? Ever heard the cries of fallen soldiers you were obliged to leave to their sufferings in order to continue the battle? If not you cannot imagine what we went through at Liege. Some of our attacks were by day and others by night.

"Our officers, reckless in their bravery, led us, urged us, encouraged us to throw away our lives. I think there was much needless bloodshed. We marched straight toward the enemy's lines and toward hostile artillery as if on a manoeuvre field. It was magnificent, but not as war should be conducted.

RELENTLESS DISCIPLINE.

"If there were moments when we broke and ran, it was because a further advance into the jaws of death was a sheer impossibility. After the first assaults, with their disastrous endings, the spirit of the attackers was broken. Deep depression followed the buoyant courage with which we marched into the enemy's country. The lack of enthusiasm spread through all the ranks and retarded success, yet with relentless discipline we were required to hurl ourselves repeatedly at lines which seemed unbreakable.

"Then, when only a fraction of our regiment survived, we moved to a different part of the battlefield, while fresh troops were brought up to go through the same course of action. It was common talk among our men that hundreds of wounded were left for hours without any kind of adequate attention, for the simple reason that it was impossible to reach them without almost certain death.

"Their sufferings were heartrending, beyond the powers of description, and there were sights that even in the din of battle shook our nerves and struck terror to our hearts. The bravest of men may well be full of fear on a modern battlefield."

The young German who told this tale of war was well educated and refined, a conscript from a middle-class family. His companions had similar things to relate. All agreed that the courage of the German rank and file was superhuman, and they were needlessly exposed to a hostile fire when different tactics would have diminished the sacrifice of life.

THE GERMAN OCCUPATION OF BRUSSELS.

In a cable message to the London *Daily Chronicle*, from Ghent, Mr. H. M. Donohue wrote:—"The abandonment of Brussels was the result of a conference between the commanders of the allies and the civil authorities. It was deemed the only method of saving the historic monuments in the town from German savagery. The decision was highly displeasing to the civic guards manning the entrenchment. When disarmed the majority of the civic guards marched out and entrained for Ghent in order to re-arm and fight elsewhere. The Mayor of Brussels warned the townsfolk that the city was at the mercy of the enemy and urged them to give no ground for hostile action by the Germans. The townsfolk awaited the coming of the Prussians bravely, although they had been witnessing the arrival of thousands of half-starved and homeless peasants, who had fled before the Prussian bayonets."

"When it was decided not to defend Brussels, the wounded were entrained to places of safety. Citizens often 10 deep stood bareheaded while the wounded were carried out, and cheered the departing trains. Later there was a considerable exodus of the male population, from fear of being made prisoners. The refugees from the country are now encamped in the public squares. The roads from Louvain are still packed with retreating soldiers and fugitives in carts, many of which are drawn by dogs. The majority of the fugitives lost their money and clothes and their horses and cattle were killed only by great efforts. The Germans are pitilessly firing farms, villages, and crops."

"A party of Uhlans occupied Brussels yesterday afternoon, the street being deserted and the Belgian flag being draped with crepe."

THE BELGIANS RETREAT.

"The occupation of Brussels was due to the Germans throwing two army corps against Louvain, which was the weak point along the line. The German force had a front of 20 miles, and was covered by a great cavalry screen, with which the French and Belgians hotly engaged on Tuesday. The French dragoons repeatedly crept up to the cavalry screen but, when they penetrated beyond the advanced posts they discovered a large force of infantry and retired in good order with practically no loss. On Wednesday the German army corps advanced steadily. The first attack was encountered at Diest, where the old forts and water moat proved but small protection against the heavy shell-fire of the Germans. The garrison retreated, and the Germans advanced cautiously, fearing a surprise. The Belgian cavalry, which was covering the retreat as a rearguard, had several brushes with the enemy, who repeatedly sought to cut off the cavalrymen. The latter's impetuosity led them to charge the enemy, and they incurred heavy losses. The Germans then attacked Louvain, whence the Belgian headquarters moved on Wednesday."

SUFFERING IN GERMANY.

THE HAGUE, August 21st.
A Dutch official who was recently in Berlin states that wages in Germany have fallen 30 per cent. since the war broke out. The slaughter of cattle has been restricted, the object being to obtain supplies of meat from Holland and to preserve those already in Germany. Spy-hunting has become a popular frenzy. The official saw several so-called Russians lynched, though they were apparently too frightened to explain matters to the mob. Similar scenes are of hourly occurrence.

INTIMATIONS

CALDBECK,
MACGREGOR & Co.

(ESTABLISHED 1864).

SOLE AGENTS FOR
FALCON LAGER
BEER

BOTTLED BY
MESSRS. VAN Vollenhoven
& Co., AMSTERDAM.

THE ONLY GENUINE CHEAP
LAGER BEER on the Market.

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Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, special business matter THE MANAGER.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

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Telegraphic Address: "PRESS."

Codes: A.B.C. 5th Ed., Lister's.

NEW ADVERTISEMENTS

G. R.

MONITION TO SHOW CAUSE WHY SHIP AND GOODS SHALL NOT BE CONDEMNED.

IN THE SUPREME COURT OF HONGKONG IN PRIZE.

No. 6.

THE S.S. "HANAMETAL," T. HANNING, MASTER.

GEORGE V., by the Grace of God of the United Kingdom of Great Britain and Ireland and of the British Dominions beyond the Seas, King, Defender of the Faith, Emperor of India.

To the Marshal of Our Supreme Court of Hongkong and to all and singular his substitutes, Greeting:

WHEREAS the ship "HANAMETAL," T. Hanning, Master, and the goods, wares and merchandise laden therein have been seized and taken as prize by Our Ship of War "Triumph," Maurice Fitzmaurice, Commander, and taken to the port of Victoria, Hongkong, and a cause has been instituted on Our behalf by the Crown against the said ship, her tackle, apparel and furniture, and the goods, wares, and merchandise laden therein for the condemnation thereof as prize.

WE therefore command you that by affixing these presents upon the Notice Board at the Courts of Justice and by leaving affixed a true copy thereof you admonish and cite all persons who have or claim to have any right, title or interest in the said ship, her tackle, apparel and furniture and the goods, wares and merchandise laden therein to enter an appearance in the Registry of Our said Court within 20 days after service of these presents and thereon to show cause why the said ship, her tackle, apparel and furniture and the said goods, wares and merchandise should not be pronounced to have belonged at the time of the capture and seizure thereof to Our enemies and as such or otherwise liable to confiscation and to be condemned as good and lawful prize.

WE further command you to warn by the means aforesaid all the said persons that if they do not enter an appearance as aforesaid the Judge of Our said Court will proceed to adjudication on the said capture and make such order therein as to him shall seem right.

GIVEN at Victoria, Hongkong, in Our said Court under the Seal thereof this 22nd day of September, 1914.

[L.S.]

(Signed) G. H. WAKEMAN, Registrar.

This Monition was served by me, J. W. LEE-JONES, Assistant Marshal, by affixing the same and leaving a copy in its place as therein provided on TUESDAY, the 22nd day of September, 1914.

(Signed) J. W. LEE-JONES, Assistant Marshal.

This Monition is taken out by the Crown Solicitor on behalf of the Crown.

[1165]

IN THE MATTER OF THE COMPANIES ORDINANCE OF 1911 AND 1913,

AND

IN THE MATTER OF THE YUE HING LOONG CO. LIMITED

(IN LIQUIDATION).

NOTICE IS HEREBY GIVEN that all persons having Claims against the above-named Company are requested to send in particulars thereof to the Undersigned at the Registered Office of the said Company, No. 10, Des Voeux Road Central, 2nd Floor, on or before the 30th day of September, after which date no claim will be recognized.

Dated this 21st day of September, 1914.

U HOI CHAU, Liquidator.

[1166]

S.S. "DEIKE RICKMERS,"

FROM HAMBURG AND ANTWERP.

CONSIGNEES are informed that their Goods have been landed in Shanghai at the Eastern Wharf.

No Fire Insurance has been effected.

FEILD, BORNEMANN & Co., Agents.

Hongkong, 22nd September, 1914. [1167]

"MOGUL LINE" OF STEAMERS.

NOTICE TO CONSIGNEES

The Steamship "ATHOLL."

FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Holt's Wharf at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 5th inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 14th Oct., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 14th inst. at 11 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by DODWELL & Co., Ltd., Agents.

Hongkong, 22nd September, 1914. [1168]

NEW ADVERTISEMENTS

DOCTOR.

SERVICES of Qualified Man required immediately for trip to Singapore and Port Swettenham and return to Hongkong and Amoy on s.s. "CHUSAN."

Apply in person to—

BUTTERFIELD & SWIRE.

Hongkong, 23rd September, 1914. [1169]

INTIMATIONS

THE GULU-KALUMPONG RUBBER ESTATES, LIMITED.

NOTIFICATION.

THE following Telegram, dated 23rd August, 1914, has been received from the London Secretaries of the above Company:—

"Pending instructions suspend all transfers when transfer or transfers are German or Austrian subjects."

By Order of the Local Board,

LIBERT & Co., Ltd., Shanghai Local Secretaries.

LOWE BINGHAM & MATTHEWS, Colonial Registrar.

Hongkong, 19th September, 1914. [1162]

HONGKONG CLUB

NOTICE.

THE TWENTY-SIXTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBBENTURES OF THE HONGKONG CLUB (1898 issue) was held in the Club House on FRIDAY, the 18th September, 1914, when the following Debentures were drawn for Redemption:—

124	777	1119	1489	1922
208	792	1121	1492	1944
232	829	1184	1489	1967
314	873	1186	1512	1875
415	874	1192	1541	1885
422	966	1212	1561	1897
454	968	1231	1622	1907
499	978	1237	1625	1909
521	1011	1307	1672	1922
554	1012	1327	1695	1926
593	1047	1370	1750	1956
741	1050	1434	1798	1982
747	1065	1454	1821	1985

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION on WEDNESDAY, the 30th September, 1914, in exchange for surrender of same.

By Order,

JAMES CRAIK, Secretary.

Hongkong, 18th September, 1914. [1153]

DOUGLAS STEAMSHIP CO. LIMITED.

THE ORDINARY GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Company's Offices, on SATURDAY, the 26th September, 1914, at Noon, for the purpose of receiving the Report of the General Managers, together with a Statement of Accounts to 30th June, 1914.

THE TRANSFER BOOKS of the Company will be CLOSED from the 12th to the 26th September, both days inclusive.

DOUGLAS LAURIE & Co., General Managers.

Hongkong, 6th September, 1914. [1114]

PEAK CLUB.

BY kind permission of Colonel WARREN and Officers, the Band of the 74th Fusiliers will play at the PEAK CLUB on SATURDAY Night, the 26th inst., commencing at 9.15 p.m.

By Order,

ENTERTAINMENT COMMITTEE.

Hongkong, 17th September, 1914. [1149]

SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN.

NOTICE.

THE GENERAL MEETING OF OLD and NEW SHAREHOLDERS of the SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN called for the 24th August, 1914, at 4 o'clock p.m., has not been held owing to the absence of a quorum—there being only 8,824 Shares represented against 15,200 Shares the holders of which were convened to discuss the business set forth in the Notice.

In view of the fact that the Law of 22nd November, 1913, fixes the quorum for the First Meeting at 3/4 of the Capital of the Company, but decides that a Second Meeting can validly proceed to business if half of the Capital of the Company be represented, THE BOARD HEREBY NOTIFIES the Old Shareholders of the SOCIÉTÉ DES PULPES ET PAPETERIES DU TONKIN and all the Subscribers to the 2,000 Preference Shares of the said Society, created by Resolution of the Meeting held on the 25th May 1914, that a further Extraordinary General Meeting will be held at the Company's Offices, 21, Rue Jules Ferry, Haiphong, on SATURDAY, the 17th October, 1914, at 5 o'clock p.m., for the following purposes:—

(1) To verify and acknowledge the sincerity of the declaration of subscription and of the payment relative to the increase of the Society's Capital by the creation of 2,000 Preference Shares of \$50 each.

(2) To vote upon all modifications rendered necessary by this increase of Capital, specially as regards Articles 8, 11, 15, 44 and 47 of the Statutes.

By Order of the Board,

M. DANDOLO.

Hongkong, 6th September, 1914. [1126]

TO LET

5-ROOMED HOUSE, "VILLA ROSITA," in Hart Avenue, Tsimtsanui.

Apply to—

A. ABDOLRAHIM,

34, Queen's Head Central.

Hongkong, 22nd September, 1914. [1164]

TO LET.

RAVENSHILL EAST, Park Road, containing 6 Rooms, 3 Bath Rooms, Servants' Quarters, &c. Vacant 1st November.

Apply—

DEACON, LOOKER, DEACON & HARBTON,

Hongkong, 3rd September, 1914. [1101]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st September, 1914. [1081]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 9th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

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GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850).

NEW AUTUMN STOCK OF

PYJAMA SUITS

IN ALL SIZES FOR MEN.

\$4.00 to \$11.50 Per Suit.

ALL WEIGHTS—NEW DESIGNS.

"VIYELLA" SHIRTS AND PYJAMAS

WILL NOT SHRINK.

SMART PATTERNS. FAST COLOURS.

HARD WEARING.

WE KEEP A LARGE RANGE OF POPULAR PRICED

SHIRTS AND PYJAMAS

ALWAYS IN STOCK.

(TELEPHONE 1741.)

LANE, CRAWFORD & CO.

THE TOBACCO THAT KEEPS DRY IN THE DAMPEST WEATHER.

Is Cool

Smoking

and gives

pleasure

to the

man who

enjoys

his pipe.



WESTMINSTER SMOKING MIXTURE.

SOLD BY—

KELLY & WALSH, LTD. A. S. WATSON & Co., LTD., HONGKONG AND KOWLOON.

VICTORIA DISPENSARY.

Hongkong, 22nd September, 1914. [1184]

TO LET.

TOP FLAT, Humphrey's Buildings, Kowloon. Immediate occupation if desired.

Apply to—

HUMPHREYS ESTATE & FINANCE Co., Ltd., Alexandra Buildings.

Hongkong, 29th August, 1914. [1093]

TO LET—FURNISHED.

3, CLIFTON GARDENS (19, Conduit Road).

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 5th September, 1914. [1101]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 9th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st September, 1914. [1081]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 9th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

GODOWN, 98, Wanchai Road.

GODOWN, No. 4, New Praya, Kennedy Town.

Apply—

THE HONGKONG LAND INVESTMENT & AGENCY Co., Ltd.

Hongkong, 1st September, 1914. [1081]

TO LET.

IN ALEXANDRA BUILDINGS VERY CONVENIENT OFFICES and ROOMS.

Apply—

A. S. WATSON & Co., Ltd.

Hongkong, 9th July, 1914. [923]

TO LET.

NO. 4, CLIFTON GARDENS (17, Conduit Road).

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION.

Rules may be obtained on application.

INTEREST on deposits is allowed on the Minimum Monthly Balances at 3 1/2 per cent. per annum.

Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,

A. G. STEPHEN, Acting Chief Manager.

Hongkong, 14th May, 1914. [16]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.

LONDON OFFICE: 30, Bishopsgate, E.C.

BRANCHES:—

Bombay, Calcutta, Canton, Cebu, Colon, Empire, Hongkong, Hankow, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND SURPLUS Gold \$7,200,000 equal \$1,480,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.

CURRENT ACCOUNTS opened on the usual terms.

DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum or for shorter periods, at rates which may be ascertained on application.

BILLS NEGOTIATED AND COLLECTED. MAIL AND TELEGRAPHIC REMITTANCES made.

LETTERS OF CREDIT AND DRAFTS granted on all the principal cities in the World.

THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.

COMMERCIAL LETTERS OF CREDIT issued.

PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.

N. S. MARSHALL, Manager.

9, Queen's Road, Hongkong, 10th September, 1914. [969]

NEDERLANDSCH-INDISCH HANDELSBANK.

(NEDERLANDS INDIA COMMERCIAL BANK.)

ESTABLISHED 1838.

Authorized Capital Fl. 80,000,000 (£2,500,000)

Paid-up Capital... Fl. 17,407,000 (£1,456,580)

Reserve Fund... Fl. 6,518,000 (£548,168)

HEAD OFFICE: AMSTERDAM.

HEAD AGENCY: BATAVIA.

LONDON BANKERS: THE WILLIAMS & DOUGLASS BANK, SWISS BANK CORP.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.

G. VERMEY, Manager, No. 8, Des Voeux Road Central.

Hongkong, 3rd October, 1913. [81]



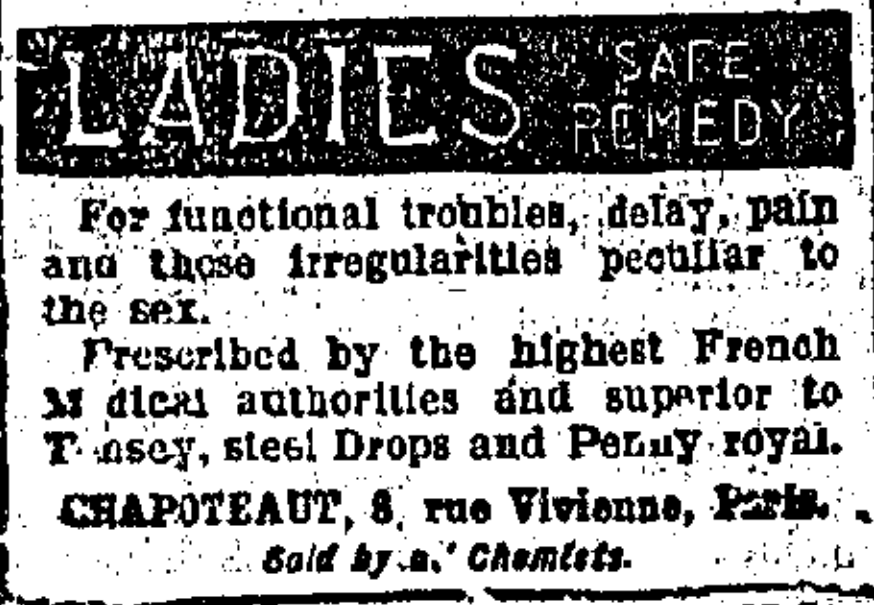
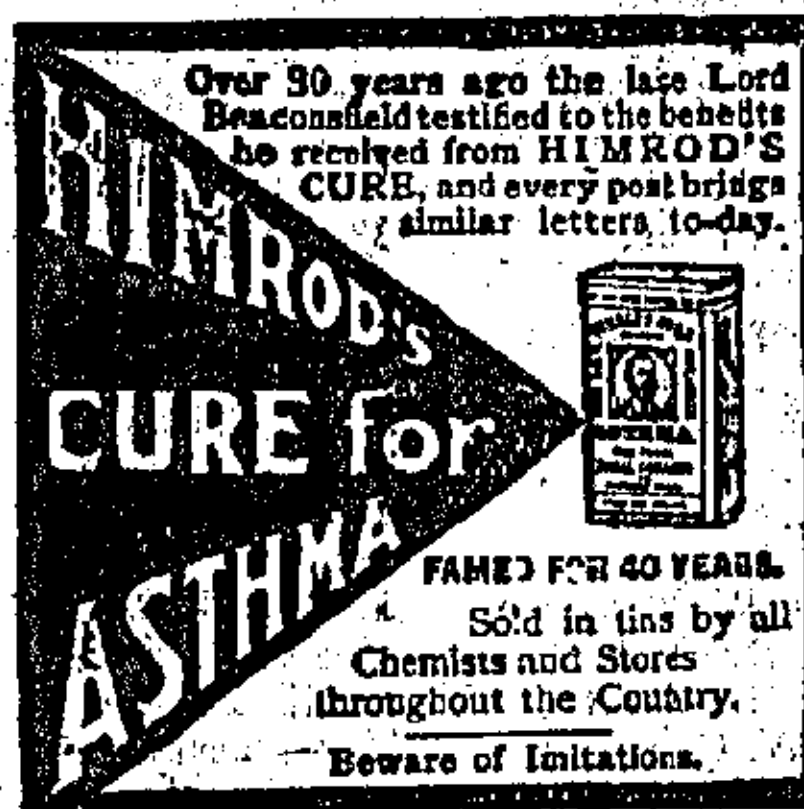
**NAPIER
JOHNSTONE'S**
"SQUARE BOTTLE"

WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
**BEWARE OF
IMITATIONS.**
SOLE AGENTS IN HONGKONG
LANE CRAWFORD & CO.
and from ALL WINE MERCHANTS.



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must
be
Boonil*

Proved by independent
scientific
investigation to
have a Body-
Building Power
of 10 to 20 times
the amount taken



**THE NEW FRENCH REMEDY.
THERAPION No. 1**
CURED DISCHARGES, BRUISES, WOUNDS, ETC.
THERAPION No. 2
CURED DISCHARGES, BRUISES, WOUNDS, ETC.
THERAPION No. 3
CURED DISCHARGES, BRUISES, WOUNDS, ETC.

STRANDING OF THE "HADDON HALL"

FINDING OF NAVAL COURT.

Following is the finding and Order of a Naval Court held at the British Consulate-General at Kobe on the 7th day of September, 1914, to investigate the circumstances attending the stranding of the British ship *Haddon Hall*, O.N. 106,878, of the port of West Hartlepool, on a reef N.E. of Kutaka Island in the Okinawa Group at 3.20 a.m. on 26th July, 1914.

The *Haddon Hall* was a steam vessel schooner rigged, of 1,656.51 tons registered tonnage, O.N. 106,878, and belonging to the Port of West Hartlepool.

It appears from the evidence given before this Court that she sailed from Cardiff on or about the 23rd May this year for Kobe with a cargo of coal, with a crew of 26 hands all told and that she arrived at Port Said on the 8th of June, at Safage on the 11th idem and Port Sudan on the 18th idem. She left Port Sudan on the 22nd idem direct for Kobe. Rough weather was experienced after passing Socatra from the 27th June to the 2nd July in crossing the Arabian sea during the south-west monsoon, during which she rolled heavily but was completely under control; that fine weather and favourable conditions continued from then onwards until 23rd July. On that day at 11.45 a.m. she passed the Tsuchishima Lighthouse, south-east of the Okinawa Group, the lighthouse bearing N.W. by half west, distant twelve miles, the course being north-east half north in making for the Kii Channel; that the weather at that time was fine with a fresh breeze from the north-east. During the course of the afternoon, the wind began to freshen and increased continuously in violence, and at about 9 a.m. on the following morning, the 24th, the ship became unmanageable owing to the force of the gale. On the night of the 23rd the Master had altered the course to east-north-east, in order to get her further from the land. Through-out the 24th the wind continued to shift to the eastward, till by the close of the day it was blowing east-south-east. Being unmanageable, the wind and sea were upon her port beam, causing her to roll violently and drift in a direction contrary to the wind. These conditions continued until about 1 a.m. on Saturday, 25th July, when the wind suddenly fell light for about five minutes, thus enabling the ship to answer her helm and her head was brought round to north-east. After this lull, the wind sprang up again from the south, increasing to a gale of greater violence than before, with blinding rain rendering everything invisible even close to the ship. The helm was put hard aport to prevent the ship drifting on to the land, but to no effect, being absolutely beyond control, she was eventually, about 3.20 a.m., lifted bodily on to a reef immediately north-east of Kutaka Island in the Okinawa Group.

The Court finds it a matter of regret that the rough Log-Book was not produced in Court and that it does not appear to have been kept in a satisfactory manner. But judging from the evidence given, and the examination of the Master's Log-Book, which was produced, the Court is of opinion that the Master did not realize that a typhoon was approaching until too late for adequate steps to be taken to avoid it. The Court considers that while in this regard there may have been an error of judgment, there was not the slightest neglect at this time or at any subsequent period on the part of the Master or crew, and that all hands did their utmost under the circumstances to avoid a calamity which was inevitable.

It appears that immediately after the stranding, all efforts to get her off the reef were of no avail, the propeller had become useless by the loss of three blades, and owing to the continual bumping, the bottom was pierced and the ballast tanks filled and emptied with the rise and fall of the tide.

The Court sees no reason to censure the conduct of the Master or any of the crew, and it desires to place on record its appreciation of the work done by the Engineers and firemen, and of the conduct of the Chief Officer, Chief Engineers and cook while remaining on the stranded ship, which was all the time in a dangerous position, and cut off from communications with shore, until August 24th; and that proper discipline appears to have been maintained throughout, and the ship appears to have been well-found and sufficiently manned and seaworthy at the time of her departure from Port Sudan, and that the ship seems to have been provided with proper charts.

The expenses of this Court, fixed at £50 s. 0d. are approved by the Court and shall be paid by the Master. It is recommended that due allowances be paid by the Master to those members of the crew who have been detained at Kobe for the purposes of this enquiry.

(Signed) HUGH HORNE,
President of the Court.
J. KILPATRICK (Members of
J. B. PARTISON) the Court.

PRESIDENT YUAN'S TERM OF OFFICE.

Seven drafters have been appointed by the Constitutional Conference for the revision of the Presidential-Election Law, says the Peking correspondent of the *T.C. Daily News*, especially as regards the term of office of the Chief Executive. President Yuan is not in favour of extending the term to ten years as proposed in certain quarters; but it is believed that either seven or eight years will be fixed. President Yuan is sixty-six years old. Vice-President Li Yuan-hung is fifty-two years old and he is said to be designated as the successor of H.E. Yuan, though this cannot be officially announced by China to the Powers. After the retirement of President Yuan after two terms of office, say fourteen or sixteen years later, what can Li Yuan-hung do then? It is believed in Chinese circles that the chance of Li Yuan-hung becoming the President of the Chinese Republic is not big, and that another younger man must be found.

WM. POWELL, LTD.

TELEPHONE 346.

We have the largest and best collection of

CRETONNES

ever shown in Hongkong at one time.

Over 100 distinct patterns.

ALSO

FADELESS CASEMENT CLOTHS

AND

BOLTON SHEETINGS

IN ALL ART SHADES.

WITH A UNIQUE COLLECTION OF

BORDERING TO MATCH.

PLEASE SEND FOR PATTERNS.

[648]

IRON AND STEEL SHEETS AND HOOPS.

The Hongkong Secretary of the General Chamber of Commerce forwards us for publication the following letter from the London Chamber of Commerce:

LONDON CHAMBER OF COMMERCE,
1, 2 and 3, Oxford Court and
97, Cannon Street,
LONDON, E.C., 22nd July, 1914.
Dear Sir,—I am directed by the Metal Trades Section of this Chamber to state for information, that owing to confusion having arisen between "B.W.G." and "B.G." in specifications for Iron and Steel Sheets and Hoops, negotiations between the Chamber and the Standards Department of the Board of Trade were opened in 1912, when the former suggested the legalisation by Order in Council of "B.G." as the official gauge for Iron and Steel Sheets and Hoops.

The Board of Trade were approached in the first place by Deputation and reasons were given that it would be desirable to certify "B.G." as the official gauge for Iron and Steel Sheets and Hoops. It was pointed out that claims were sometimes made, in many cases leading to litigation, owing to the lack of an officially certified gauge. These representations were sympathetically received and, in due course, the Metal Trades Section of the London Chamber of Commerce and most of the firms and companies in the manufacture, sale and distribution of sheets and hoops made formal application for the legalisation by Order in Council of certain denominations of "B.G."

Notices were advertised by the Board of Trade that the application had been made and that objections would be received, but as no objections were forthcoming, the Chamber was notified that a condition precedent to the issue of the Order in Council would be the issue of a Standard set of Gauges for verification for the Officers of the Board of Trade. This condition has been complied with and the Order in Council was made on the 16th current (copy appended) to take effect as from the 1st November, 1914.

I enclose herewith a Schedule of the denominations as attached to the Order and I shall thank you to kindly see that this is given due publicity.

In view of the official recognition of "B.G." it is to be hoped all Buyers and Sellers of Iron and Steel Sheets and Hoops will discontinue to specify or use the ambiguous denomination "B.W.G.", which being variously interpreted, "old B.W.G.", "Stub's B.W.G." and "Rose's B.W.G." has been a frequent source of trouble.—Yours faithfully,

(Sgd.) CHARLES E. MURGRAVE,
Secretary.

Copy.
AT THE COURT AT BUCKINGHAM PALACE.
The 16th day of July, 1914.

PRESENT.
THE KING'S MOST EXCELLENT MAJESTY
IN COUNCIL.

WHEREAS by the Weights and Measures Act, 1878, it is (among other things) provided that the Board of Trade shall, from time to time, cause such new Denominations of Standards, being either equivalent to or multiples or aliquot parts of the Imperial weights and measures ascertained by the said Act, as appear to them to be required in addition to those mentioned in the Second Schedule to the said Act, to be made and duly verified, and that those new Denominations of Standards, when approved by His Majesty in Council, shall be Board of Trade Standards in like manner as if they were mentioned in the said Schedule:

And whereas it has been made to appear to the Board of Trade that the New Denominations of Standards set forth in the Schedule hereto, being equivalent to or multiples or aliquot parts of the Imperial measure of an inch ascertained by the said Act, are required, in addition to the Denominations of Standards mentioned in the Second Schedule to the said Act:

And whereas the Board of Trade have caused the said new Denominations of Standards to be made and duly verified. Now, therefore, His Majesty, by virtue of the power vested in Him by the said Act, and with the advice of His Privy Council, has pleased to approve the several Denominations of Standards set forth in the Schedule hereto as new standards, and on and after the first day of November, 1914, shall be Board of Trade Standards in like manner as if they were mentioned in the Second Schedule to the Weights and Measures Act, 1878.

ALBERTO FREIXAS.

SCHEDULE.

DENOMINATIONS OF STANDARDS.
(Birmingham Gauge.)

Descriptive Number	Equivalents in parts of an Inch.
16/0 B.G.	1.000
14/0 B.G.	0.9583
13/0 B.G.	.9167
12/0 B.G.	.8750
11/0 B.G.	.8333
10/0 B.G.	.7917
9/0 B.G.	.7500
8/0 B.G.	.7083
7/0 B.G.	.6666
6/0 B.G.	.6250
5/0 B.G.	.5833
4/0 B.G.	.5416
3/0 B.G.	.5000
2/0 B.G.	.4583
1/0 B.G.	.4167
1 B.G.	.3750
2 B.G.	.3333
3 B.G.	.2916
4 B.G.	.2500
5 B.G.	.2083
6 B.G.	.1667
7 B.G.	.1250
8 B.G.	.0833
9 B.G.	.0416
10 B.G.	.0208
11 B.G.	.0167
12 B.G.	.0125
13 B.G.	.0083
14 B.G.	.0062
15 B.G.	.0041
16 B.G.	.0031
17 B.G.	.0020
18 B.G.	.0015
19 B.G.	.0012
20 B.G.	.0009
21 B.G.	.0007
22 B.G.	.0005
23 B.G.	.0004
24 B.G.	.0003
25 B.G.	.0002
26 B.G.	.0001
27 B.G.	.0001
28 B.G.	.0001
29 B.G.	.0001
30 B.G.	.0001
31 B.G.	.0001
32 B.G.	.0001
33 B.G.	.0001
34 B.G.	.0001
35 B.G.	.0001
36 B.G.	.0001
37 B.G.	.0001
38 B.G.	.0001
39 B.G.	.0001
40 B.G.	.0001
41 B.G.	.0001
42 B.G.	.0001
43 B.G.	.0001
44 B.G.	.0001
45 B.G.	.0001
46 B.G.	.0001
47 B.G.	.0001
48 B.G.	.0001
49 B.G.	.0001
50 B.G.	.0001
51 B.G.	.0001
52 B.G.	.0001

THE RUBBER MARKET.

In their weekly rubber report dated August 17th Messrs. George White & Co. state: Business during the eventful period which has elapsed since the last report, dated the 31st ult., has been very restricted, and for a time at a standstill. In spite, however, of the general anxiety values have been remarkably well maintained, and compared with a fortnight ago the present price of spot standard crepe has actually appreciated 1d. per lb. Since the declaration of war transactions have practically been confined to spot, quotations for forward deliveries being purely nominal. United efforts are being made to clear up the spot and July contracts remaining open as a consequence of the moratorium proclaimed by the Government, and in order to simplify the position the Committee decided that all August contracts not already fulfilled shall be invoiced back. Among other advantages this will serve the useful purpose of avoiding long circles having to be negotiated before the buyer wishing to take delivery of the rubber is found. A very fair spot inquiry has been met with during the past few days, prices being steady at 2s. 6d. for standard crepe and 2s. 1d. for ribbed smoked sheets, at which figures importers have danced of some portions of the arrivals. The stock of plantation rubber in London at the end of last month only amounted to 2,242

MOUTRIE PIANOS

are BACKED

by

GUARANTEE

for FIVE YEARS.

PRICES FROM \$385

EASY TERMS CAN BE ARRANGED.

EXCLUSIVE DISTRIBUTORS:

S. Moutrie & Co., Ltd.

[51-2]

INDO-CHINA BRICKS. TILES. PIPES
COMPANY, LIMITED.

BEST FIRE BRICKS AND FIRE CLAY

PATENTED ROOFING TILES.

Guaranteed against Typhoon and Leakage.

MORE THAN TEN MILLIONS IN USE IN THE FAR EAST.

SAMPLES AND FULL PARTICULARS FROM:

P. SOFFIETTI & Co., 14, DES VŒUX ROAD. TEL. 289.

ALWAYS IN STOCK.

[1049-2]

USE ONLY

DUTT'S "MANGO" BRAND
CHUTNEYS AND CURRY STUFFS

AND

"EAST INDIAN CONDIMENT CO."

BRAND INDIAN CONDIMENTS.

SREEKISSEN DUTT & CO.,

CALCUTTA,

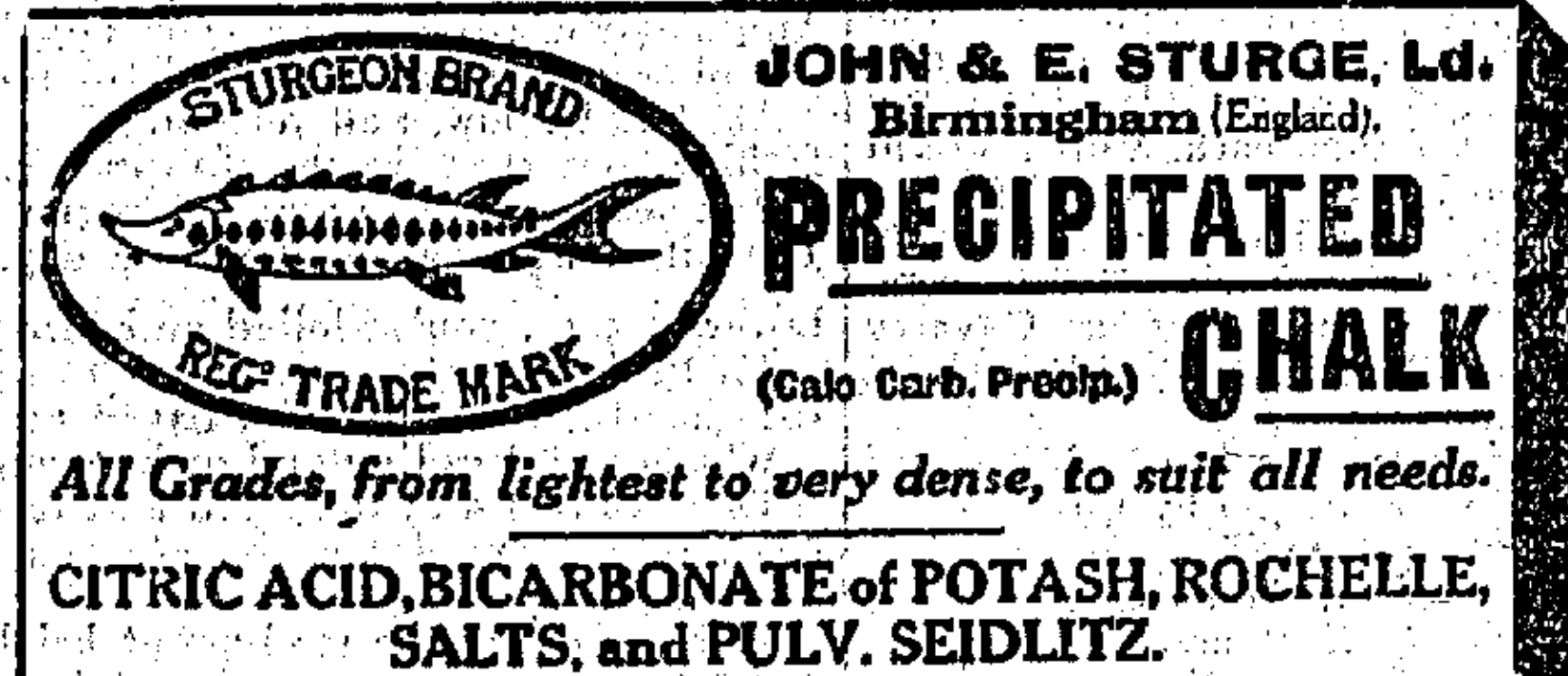
THE PREMIER CONDIMENT HOUSE IN INDIA.

A. B. MOULDER & CO., LTD.

SOLE AGENTS FOR HONGKONG AND SOUTH CHINA.

Hongkong, 13th June, 1914.

[825]



THE TAIKOO DOCKYARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS,
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,
Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering, Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"
Pumps Empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing
conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Sheds ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—
JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 130 H.P.
As supplied to the British Admiralty and War Office.
MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION,
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Manager can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA, AND JAPAN, AGENTS.

Telephone No. 212.

Telegraphic Address—"TAIKOO DOCK."

[50]

ON SALE

BOUND VOLUMES of the HONGKONG
WEEKLY PRESS, JANUARY to JUNE,
1914. With INDEX. Price \$1.50.
On Sale at the "Hongkong Daily Press"
Office.
Hongkong, 1st August 1914.

BRITISH, FRENCH AND GERMAN ARMIES.

THE BRITISH ARMY.

The following details regarding the organization of the British, French, and German Armies may be of interest to our readers.

The British Expeditionary force, should, on mobilization for war, consist of a Cavalry Division, six Divisions, certain "army troops," and "line of communication troops" with a total establishment of about 105,000 officers and men.

A Cavalry Division consists of a Headquarters Staff, four Cavalry Brigades, two Horse Artillery Brigades, four Field Troops, one Wireless Telegraphy Company, one Cavalry Division Transport and Supply Column, and four Cavalry Field Ambulances, making a total in the field of 9,775 officers and men, 7,123 riding horses, 2,501 draught horses, 119 pack-horses, 24 thirteen-pounder guns, 22 machine-guns, 517 carts and wagons, 15 motor-cars, and 165 bicycles. The details left at base include 914 officers and men and 576 horses.

A Division consists of Headquarters Staff, three Infantry Brigades (each of 4,143 officers and men) three Field Artillery Brigades, one Field Artillery (Howitzer) Brigade, one Heavy Battery and Ammunition Column, one Divisional Ammunition Column, two Field Companies (Engineers), one Divisional Telegraph Company, one Mounted Infantry Company, one Divisional Transport and Supply Column, one Divisional Transport and Supply Park and three Field Ambulances, making a total of 19,651 officers and men, 7,284 horses, 51 eighteen-pounders, 15 five-inch howitzers, 4 sixty-pounders and 21 machine guns 863 carts and wagons, 8 water trucks, 46 four-ton trucks, two travelling vans, 48 tractors and lorries, 5 motor-cars and 118 bicycles.

THE FRENCH ARMY.

The Peace Establishment and Approximate War Strength of the French Army may be given as follows:

	Infantry	Cavalry	Men	Guns	Other
Peace (a)	380,339	73,368	97,571	2,720	40,422
War (b)	2,600,000	430,000	568,000	6,200	280,000
Total	2,980,339	503,368	665,571	8,920	320,422

(a) Including Gendarmes 21,937
Garde Republicaine 2,993
(b) Active Army 1,008,000
Reserves and Depots 1,600,000
Territorial Army 818,000
Territorial Reserve 451,000

Approximate Total: 3,878,000

A French Army Corps contains two Divisions. Each Division has a Field Artillery Regiment of nine batteries (35 guns), while the Corps artillery consists of nine Field and three Howitzer Batteries, or altogether about thirty Batteries per Army Corps. In addition there are six "reinforcing Batteries" and if the latter could be quickly mobilized an Army Corps on war footing would have a total of 144 guns. To an Army Corps in the field are also attached a Cavalry Brigade of two regiments, one Chasseur battalion, and some companies of Engineers. There are also 42 Heavy Batteries of two guns each, which would be distributed amongst the Army Corps. The mobilized strength of a normal Army Corps consists of nearly 33,000 combatants. The strength of a Cavalry Division of six Regiments would be about 4,700 combatants.

The following are the peace stations of the twenty-five French Army Corps:—
First Army Corps Lille.
Second " " Amiens.
Third " " Rouen.
Fourth " " Le Mans.
Fifth " " Orleans.
Sixth " " Chalons-sur-Marne.
Seventh " " Besancon.
Eighth " " Bourges.
Ninth " " Tours.
Tenth " " Rennes.
Eleventh " " Nantes.
Twelfth " " Limoges.
Thirteenth " " Clermont-Ferrand.
Fourteenth " " Lyons.
Fifteenth " " Marseilles.
Sixteenth " " Montpellier.
Seventeenth " " Toulouse.
Eighteenth " " Bordeaux.
Nineteenth " " Algeria and Tunis.
Twentieth " " Ephial.
Twenty-first " " Ephial.

THE GERMAN ARMY.

The approximate strength of a German Army Corps is:—
Men 44,000
Horses 15,000
Vehicles 2,500

The fighting strength of an Army Corps may be taken as:—
Rifles 25,000
Lances and Carbines 1,000
Machine-guns 150
Guns 160

The approximate strength of a German Cavalry Division is:—
Men 5,200
Horses 5,000
Guns 12
Machine-guns 6
Vehicles 20

The fighting strength of a Cavalry Division may be taken as:—
Lances and Carbines 3,600
Machine-guns 12
Guns 12

The following are the peace stations of the twenty-five German Army Corps:—
Guard Corps Berlin.
First Army Corps Konigsberg (East Prussia).
Second Army Corps Stettin (Pomerania).
Third Army Corps Berlin (Brandenburg).
Fourth Army Corps Magdeburg (Prussian Saxony).
Fifth Army Corps Posen (Lower Silesia).
Sixth Army Corps Breslau (Silesia).
Seventh Army Corps Munster (Westphalia).
Eighth Army Corps Coblenz (Rhine-land).
Ninth Army Corps Altona (Schleswig-Holstein and Mecklenburg).
Tenth Army Corps Hanover (Hanoverian).
Eleventh Army Corps Cassel (Thuringia and Nassau).
Twelfth Army Corps (1st Royal Saxon) Dresden.
Thirteenth Army Corps (Royal Wurttemberg) Stuttgart.

Fourteenth Army Corps Karlsruhe (Baden).
Fifteenth Army Corps Strassburg.
Sixteenth Army Corps Metz.
Seventeenth Army Corps Danzig (West Prussia).
Eighteenth Army Corps Frankfurt on Main (Hesse).
Nineteenth Army Corps (2nd Royal Saxon) Leipzig.
Twentieth Army Corps Alstein.
Twenty-first Army Corps Saarbrücken.
First Bavarian Army Corps Munich.
Second Bavarian Army Corps Wurzburg.
Third Bavarian Army Corps Nurnberg.
The following is an estimate of the fully mobilized strength of the German Army. Trained rank and file available on mobilization.

Army.	1st Line Field troops.	2nd Line Field troops.	Reserve Depot troops.	Surplus.
Infantry	668,000	1,384,000	278,000	
Cavalry	83,000	57,000	110,000	
Artillery	200,000	188,000	185,000	
Engineers and Communication troops	70,000	30,000	28,000	
Train	52,000			
	1,071,000	1,659,000	572,000	
	2,730,000			
Total				3,302,000
Trained rank and file, as above				1,302,000
Trained Landsturm				623,000
Officers (including Reserve, Landwehr, etc.)				60,000
Medical Officers including Reserve, Landwehr				10,000
Veterinary Officers including Reserve, Landwehr				2,000
One-year volunteers				55,000
X.C.O.'s of peace establishment				92,000
Officials (standing army only)				3,000
Total Trained Officers and men				4,186,000

THE CALL.

Bad, with the merry smile and the eyes
Quick as a hawk's and clear as the day,
You, who have counted the game the prize,
Here is the game of games to play.
Never a goal—the captains say—
Matches the one that's needed now:
Put the old blazer and cap away—
England's colours await your brow.

Man, with the square-set jaws and chin,
Always, it seems, you have moved to
your end
Sure of yourself, intent to win
Fame and wealth and the power to
bond—
All that you've made you're called to
spend,
All that you've sought you're asked to
miss—
What's ambition compared with this
That a man lay down his life for his
friend?

Dreamer, oft in your glancing mind
Brave with drinking the faerie brew,
You have smitten the ogres blind
Then the fair Princess cried out to you:
"Dreamer, what if your dreams are true?
Yonder's a bayonet, magical, since
Him whom it strikes, the blade sinks
through—
Take it and strike for England, Prince!
Friend with the face so hard and worn,
The Devil and you have sometime met,
And now you curse the very men you were born
And want one boon of God—to forget,
Ah, but I know, and yet—and yet—
I think, out there in the shrapnel spray,
You shall stand up and not regret
The Life that gave so splendid a day.

Lover of ease, you've lolled and forgot
All the things that you meant to right;
Life has been soft for you, has it not?
What offer does England make to-night?
This to toil and to march and to fight
As never you dreamed since your life
began;
This—to carry the steel-swept height,
This—to know that you've played the man!
Brothers, brothers, the time is short,
Nor soon again shall it so betide
That a man may pass from the common
sort
Sudden and stand by the heroes' side.
Are there some that being named yet
bide?
Hark once more to the clarion call—
Sounded by him who deathless died—
"This day England expects you all."
—The Times.

R. E. VERNEDE.

AN ANTI-ENGLISH POEM.

The Lokat-Antiger of August 12th
gives some bitter verses by Professor
Otto von Gluck, who accuses England of
having betrayed her Teutonic origin.
The following is a rough version of the
first and concluding stanzas:—

What, hast thou then the Teuton kinship
broken
Perfidious Albion!
And settest thyself to deeds of shame
unspoken.

All for what Judas won!
Our strength is in the truth of God
eternal.

The truth that shall not end.
Launch, England, launch thy fleets of
might infernal,
We stand strong to defend!

We, too, are Lords of Ocean, nor can
pardon
Thy people's bartered truth;
Our heart and will to victory, shall
harden,
Stanch to our word and oath.

Putt'st thou thy trust in cunning
calculation
That we are few, ye more?
Learn that the spirit of the German
nation

Makes hosts on sea and shore.
The spirit that once the oaks of freedom
wreathing
Our ancient land of Germany inspired,
Now as from heaven miraculously
breathing,
This day our hearts hath fired.

Seest thou not how its holy flames are
glowing?
Or hear'st thou not the thunder of its
call?

United are we; and united going,
Ready to stand or fall.
Storm on with Slavs and strangers in
alliance,
Vile-hearted nation, on!

Thou shalt not set God's judgment at
defiance,
Perfidious Albion!

THE SILENT BRITON.

AN AMERICAN TRIBUTE.

[BY HERBERT KAUFMAN.]

The following article has, says "The Times," been sent to us as a record of the impressions of a distinguished American journalist who was in London at the outbreak of the war. It is a remarkable tribute to the temper of the British people at a time of national crisis.

War!
Seven nations simultaneously battling for existence; Europe trembling under the tramp of 12,000,000 soldiers; war by Dreadnought and submarine; war by Zeppelin and aeroplane; the combined armies of Ghengis Khan, Timur, Xerxes, Hannibal, Caesar, Saladin, and Napoleon pygmized by contrast with the hostile hosts; war at a cost of £12,000,000 per day; the proudest of centuries threatened by the most appalling ruin that ever scarred the memory of man; the delicately-adjusted and exquisitely-organized machinery of production vandalized for 3,000,000 square miles; the commerce of the universe in chaos; art and science, agriculture and industry, halted by the bayonet; civilization with a sword point at her heart; the Bank Act suspended; the Stock Exchange of the world closed; the calculations of the five races dislocated; bewilderment from Canton, U.S.A., to Canton, China; and this, the biggest piece of news that ever broke since the Deluge, is calmly tucked away in the heart of the London morning papers, while page one, as per wont, is devoted to the necessities of sundry anonymous ladies and gentlemen in quest of loans, lodgers, and lovers, the latest additions to Madame Tussaud's Exhibition, intelligence of steamships, and undertakers' advertisements!

Magnificent!
One reads the temper of a people in the attitude of its Press.

What may humanity not expect from a land capable of such calm and poise in the most dread hour of its history?

The self-possession of London is incredible—and Britain is as London is.

Let women beware of a nation whose women do not wail, and whose men do not cheer at the call to arms.

The Semitic, and therefore emotional Xerxes, failed to comprehend the significance of Sparta's deliberate priming at the approach of his swarms.

The Lacedaemonian was never so formidable as when perfumed and anointed to face his gods in belting elegance.

And henceforth all this seeming disregard of potentialities which deceives more than one alien observer, I sense a Spartan resignation on the part of London.

To me she is working to the last hour to order her affairs—availing herself of every opportunity to protect—so far as lies within the power of her citizens—the welfare of the non-combatant population.

And what may appeal to many as an under-estimation of the struggle upon which Britain has entered is rather the sober and far-sighted intent of the community to support King and country, as and when needed, with a patriotism too deep for surface display.

I stood in the throng before Buckingham Palace when the King's Proclamation was read to the people. I moved from point to point in the crowd, listened.

Only a witness of the scene could understand the British heart that night. There were mothers and wives, and daughters, and sisters in the press to whom the portentous words were sentences of desolation. Not a tear peeped the cheek of a child or a greyhead. Instantly there were born a thousand new soldiers, who there received summons to the most desperate conflict upon which the Empire would ever embark. Their vision left the veils of the horizon, and disclosed the ominous German millions, and there was at least one gun in those silent ranks for each of their hearts. And they must have remembered the women whom they were to marry, and their minds must have caressed the wives they would leave behind, and they must have thought of the families dependent upon their earnings and protection. But what they spoke to their souls only God heard.

There were but few cheers. Even the boys and the occasional hooligan, feebly making here and there, were soon silent. Perhaps they could not interpret the reverent and solemn spirit of their elders, but something deeper than their lack laid its spell upon their tongues and stilled them to respect of the unknown.

When their Majesties appeared all heads were uncovered. "God Save the King" sobbed through the night as though cathedral arches spread about us, and the notes were those of an anthem.

In little groups the people dispersed. Save for an occasional low voice floating back to the empty square, the masses along the Mall were noiseless shadows in a dim picture.

And when all were gone and the scarlet-tinted sentries alone remained before the Palace, a strangely white moon seemed to sail straight to the centre of the vast space, and its light fell as if in augury upon the austere head of the old Queen sitting guard over her loyal capital.

As was London that night, so is London this morning. The aspect of the city is unaltered. Save for the Press bulletins, and the cries of the paper-sellers, one meets with no sign of perturbation or excitement.

Regiments march through the streets attended by no greater crowds than one usually finds in the wake of parading soldiers.

The unaltered price tickets in the shop windows proclaim the absence of business panic. The Strand maintains its accustomed appearance and seeks to lend assurance to the moment by calmly proceeding with its scheduled repairs. It seems to say to the passer-by, "Steady, my friend. Why worry needlessly? Time alone controls affairs. All things are episodes in my vast experience. For a thousand years I have borne the tread of regiments, and always the To-morrow of London are greater than her Yesterdays. Take example from me, and attend to your allotted tasks, as I now proceed with mine."

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It is so strengthening and refreshing
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TJIKEMBAK	JAVA	First half of Oct.	SHANGHAI	First half of Oct.
TJITAROEM	SHANGHAI	First half of Oct.	JAVA	First half of Oct.
TJIPANAS...	JAVA	First half of Oct.	JAPAN	Second half of Oct.
TJIMAH	JAVA	Second half of Oct.	SHANGHAI	Second half of Oct.
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Hongkong, 21st September, 1914.

HYGIENE IN HOTELS.

The faces of the recruits interest me tremendously. Youth predominates in the ranks, but it is youth rapidly maturing, and it is youth rapidly maturing with an appreciation of the responsibility ahead. I am surprised at the number of undersized volunteers and cannot but contrast the personnel of the new levies with some of the Dutch and Belgian soldiers whom I saw earlier in the year. The French of the Midi Corps, too, average much better physically. But let it be remembered that this is a struggle in which intelligence will play no small part, and the English boys are of a finer intellectual type—they are clean-cut and wholesome youngsters.

Their clear complexions and coats of tan bespeak an out-of-door training which will enable them to withstand far more stress and fatigue than their Continental fellows, whose looser habits but too frequently cancel their capacity of endurance.

Despite the spectacular episode at Liège, there will be little of the picturesque and colourful in the approaching campaign.

Personal heroism, the heroism of individual brains and boldness, will obtain little opportunity. The range of the weapons and modern tactics have set the struggle upon a basis of mathematics.

The handling of millions of men will necessitate management much akin to the broad principles in practice with huge industrial organizations. Never before have the qualities which make for a successful business career meant so much in producing valuable soldiers.

System, as contrasted with red-tape simplicity of method, clear-headed calculation will count equally with valour.

This is to be a war in which Death will keep tally on automatic adding machines. Past military experiences will furnish slight guidance. It demands new rules and new tools. The ability to handle Titanic organizations with economy, of action and energy will largely decide its outcome.

The gravity of mistakes will be in geometrical proportion to the number of combatants involved.

The calmest nation will prove the most competent. Deliberation and self-control will magnify efficiency. Those least likely to lose their heads are best qualified to win their cause.

I do not fear for Britain's future. A people possessed of such adamant patience, or stubbornness—call it what you will—that they can afford to wait for their war news until the death notices and legal advertisements on the front pages have been carefully perused can hardly be expected to fail before any crisis.

It is not in small inns alone, but also in first-class hotels, not excepting the most expensive (which it may be admitted are by no means necessarily the best), that from a hygienic point of view a great many mistakes are made, mistakes more rarely of an open and public kind than such as affect personal health. One of the commonest is the rarity of water-glasses.

It is a common thing for the management to be contented with placing only one glass at the disposition of the guest, without reflecting that most people quite rightly find it distinctly distasteful to use as a drinking glass a tumbler that has been used for cleansing the mouth and teeth. This distaste is fully justified.

Mouthwashes which are added to water used for cleaning the teeth and rinsing the mouth invariably have a marked aroma, one that is agreeable and refreshing during the cleansing of the mouth, but not one that is agreeable to find in the glass when it is used for drinking.

To use merely pure water for rinsing the mouth and gargling is, on the other hand, useless, as such washing effects only a mechanical cleansing.

To counteract the deleterious effects of fragments of food that may happen to remain between the teeth, the many germs which, even in spite of brushing through the nose, may reach the mouth, and the fermentations which take place in the mouth itself, the water used must have a certain disinfecting capacity, which makes the admixture of suitable elements indispensable. But it is by no means desirable afterwards, during the course of the day, to be constantly reminded, by a flavour of menthol, of the mouth-wash that has been used.

It is, therefore, a duty of the hotel to provide for the guest, in addition to a drinking glass, another particular glass for rinsing the mouth. Care should also be taken that the glass for rinsing the mouth—should be distinguished either by its form, or by some plain indication set upon it, so that no confusion can ensue, and so that the guest may have a certain guarantee that the drinking glass is never used for other purposes. But in any case it is necessary alike on aesthetic and hygienic grounds that the guest should always have at his disposal at least two glasses. We are informed that the Odol Company, London, S.E., are offering specially designed Toilet Tumblers at quite a nominal cost for hotels, boarding-establishments, as well as to the public.

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children	Mr A. Sinclair
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Major Humphreys	field
Lt.-Col. H. W. Ilse,	Mr E. Williams
R.G.A.	Mr C. Wilson
	Mr Wood

SHIPPING

ARRIVALS.

AGAMEMNON, British str., 3,782, Hazeland, 21st September—Singapore 16th September, General—Butterfield & Swire.

BOERBON, French str., L. Van Mar, 21st September—Saigon 17th September, Rice—Order.

DEVINIC, British str., 1,312, C. D. Logio, 22nd September—Bangkok 13th September, Rice—Bank Line, Ltd.

LOONGSANG, British str., 1,092, W. G. G. Leach, 22nd September—Manila 19th September, General—Jardine, Matheson & Co.

MONTAGUE, British str., 3,553, F. L. Davidson, 22nd September—Vancouver 19th August, General—Canadian Pacific Railway Co.

NORON, British str., 6,000, F. J. Fox, 22nd September—Yokohama 14th September, General—P. & O. S. N. Co.

RAVENS, British str., 3,188, Nomura, 22nd September—Mojito 16th September, General—Nippon Yusen Kaisha.

RYNIO MARU, Japanese str., 1,743, Y. Kaneda, 21st September—Nagasaki 15th September, General—Mitsui Bussan Kaisha.

ULV, Norwegian str., 884, J. Pedersen, 22nd September—Bangkok 13th September, Rice—Chinese.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE, September 22nd.

KANZI, British str., for Canton.

KWANGTUNG, Chinese str., for Canton.

RIGDON MARU, Jap. str., for Batavia.

WANGHIN, British str., for Canton.

WONG, British str., for Shanghai.

DEPARTURES.

September 22nd.

ARA MARU, Japanese str., for Seattle.

CANDIA, British str., for Shanghai.

FLORIAN, British str., for Swatow.

SOCHI MARU, Japanese str., for Swatow.

TEAN, British str., for Shanghai.

SHIPPING REPORT.

The British str. *Loongsang* reports: Fine and clear weather with smooth sea.

VESSELS ON THE BERTH.

FOR BOMBAY VIA SINGAPORE, PENANG AND COLOMBO.

THE P. & O. S. N. Co.'s Steamship "NUBIA."

Captain F. J. Fox, will leave for the above places TO-DAY, the 23rd inst., at 3 P.M.

For Freight or Passage, apply to E. A. HEWETT, Superintendent.

Hongkong, 23rd September, 1914. [1]

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THE Steamship "SALSETTE."

Captain A. F. Vine, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 26th September, 1914, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "MALOJA," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "CALDONIA," due in London on the 6th November, 1914.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 14th September, 1914. [1]

REGULAR STEAMSHIP SERVICE.

(WITH LIBERTY TO CALL AT THE MALABAR COAST.)

PROPOSED SAILING FROM HONGKONG.

For NEW YORK.

S.S. "GHAZEE" ... On or about 23th Sept.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.

Hongkong, 11th September, 1914. [1135]

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "L," nearest Hongkong "H," midway between Hongkong and Kowloon "M," and those vessels berthed at the Kowloon Wharf "K.M." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL	SALSETTE	Brit. str.	—	A. F. Vine, R.N.R.	P. & O. S. N. Co.	On 26th inst., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	NAMUR	Brit. str.	—	A. Collier	P. & O. S. N. Co.	About 14th Oct.
MARSHALLS, LONDON & ANTWERP VIA SINGAPORE, &c.	KASHIMA MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	To-day, at 10 A.M.
MARSHALLS VIA SAIGON, S'PORE, COLOMBO, PORT SAID	POLYNESIAN	Freem. str.	—	Lassine	MESSAGERIES MARITIMES	On 29th inst., at 1 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, S'HAU, &c.	CHICAGO MARU	Jap. str.	—	K. Hori	OSAKA SHOSSEN KAISHA	On 1st Oct., at 4 P.M.
VICTORIA, B.C., & TACOMA VIA KEELUNG, S'HAU, &c.	SHIZUOKA MARU	Jap. str.	—	Iizawa	NIPPON YUSEN KAISHA	On 6th Oct., at Noon.
NEW YORK	LANADA MARU	Jap. str.	—	H. Yamamoto	OSAKA SHOSSEN KAISHA	On 14th Oct., at 4 P.M.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	KOREA	Am. str.	—	A. W. Nelson	DODWELL & Co., Ltd.	About 23th inst.
SAN FRANCISCO VIA SINGAPORE & JAPAN, &c.	CHIKYO MARU	Jap. str.	—	Sekine	PACIFIC MAIL S.S. CO.	On 26th Oct., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &c.	CHIKYO MARU	Jap. str.	—	Sekine	PACIFIC MAIL S.S. CO.	On 26th Oct.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	SHIYO MARU	Jap. str.	—	Sekine	NIPPON YUSEN KAISHA	On 27th Oct., at Noon.
AUSTRALIAN PORTS VIA MANILA	ST. ALBANS	Brit. str.	—	Baile	GIBB, LIVINGSTON & CO.	On 29th inst., D'light.
AUSTRALIAN PORTS VIA MANILA	TILLWONG	Brit. str.	—	Baile	JAVA-CHINA-JAPAN LINE	On 30th inst., at 10 A.M.
KOBE	SANUKI MARU	Jap. str.	—	Date	NIPPON YUSEN KAISHA	Quick despatch.
KOBE	JINSEN MARU	Jap. str.	—	Torada	NIPPON YUSEN KAISHA	On 1st Oct.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	R. Takada	NIPPON YUSEN KAISHA	On 26th inst., at Noon.
TIENSIN	CHIPSING	Brit. str.	—	Schoen	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at Noon.
WUHAIRWEI & TIENSIN	HUICHOW	Brit. str.	1 m.	B. Forsyth	BUTTERFIELD & SWIRE	On 29th inst., at 4 P.M.
SHANGHAI	LUCHOW	Brit. str.	1 m.	J. M. Smith	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
SHANGHAI	WOSANG	Brit. str.	—	A. L. Valentini	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI	ORIENTAL	Brit. str.	—	W. McClure	P. & O. S. N. Co.	About 10th inst.
SHANGHAI	NELORE	Brit. str.	—	J. Gaunt, R.N.R.	P. & O. S. N. Co.	On 30th inst., at Noon.
SHANGHAI, MOJI, KOBE & YOKOHAMA	TIKKENFANG	Dut. str.	—	K. Hattori	JAVA-CHINA-JAPAN LINE	About 17th Oct.
SHANGHAI	KAISO MARU	Jap. str.	—	Y. Yamamoto	OSAKA SHOSSEN KAISHA	On 1st Oct., at 2 P.M.
FOOCHOW VIA SWATOW & AMOY	SOSEU MARU	Jap. str.	—	S. Tokunaga	OSAKA SHOSSEN KAISHA	On 30th inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	DAIGO MARU	Jap. str.	—	A. H. Stewart	OSAKA SHOSSEN KAISHA	On 27th inst., at Noon.
TAMUI VIA SWATOW & AMOY	HAJUN	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LARRAIK & Co.	To-morrow, at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LARRAIK & Co.	On 26th inst., at 1 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. G. G. Leach	JARDINE, MATHESON & Co., Ltd.	On 29th inst., at 1 P.M.
MANILA	CHINHUA	Brit. str.	1 m.	Finlayson	BUTTERFIELD & SWIRE	On 26th inst., at 3 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co.	On 29th inst., at 4 P.M.
MANILA	TYMANOR	Dut. str.	—	F. J. Fox	JAVA-CHINA-JAPAN LINE	On 3rd Oct., at 3 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	NUBIA	Brit. str.	—	E. Nomura	P. & O. S. N. Co.	Quick despatch.
BOMBAY VIA SINGAPORE & COLOMBO	RANGON MARU	Jap. str.	—	I. Den	NIPPON YUSEN KAISHA	To-day, at 3 P.M.
BOMBAY VIA SINGAPORE & COLOMBO	SHINCHIKU MARU	Jap. str.	—	S. Finderson	OSAKA SHOSSEN KAISHA	On 3rd Oct., A.M.
BOMBAY VIA SINGAPORE, PENANG & CALCUTTA	KAWACHI MARU	Jap. str.	—	W. D. Walsh	NIPPON YUSEN KAISHA	To-morrow.
SINGAPORE, PENANG & CALCUTTA	CHOYANG	Brit. str.	—	H. S. Malkin	JARDINE, MATHESON & Co., Ltd.	On 25th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	FOOSHING	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 26th inst., at 3 P.M.
SINGAPORE & SOUBABAYA	PAUSANG	Brit. str.	—	D. A. Gardiner	JARDINE, MATHESON & Co., Ltd.	On 3rd Oct., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	C. J. Mattock	JARDINE, MATHESON & Co., Ltd.	On 7th Oct., at 3 P.M.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	SALAMIS	Brit. str.	—	J. Robertson	THE BANK LINE LIMITED	On 25th Oct.
SANDAKAN	CHUNSHANG	Brit. str.	—		JARDINE, MATHESON & Co., Ltd.	On 3rd Oct., at Noon.
PAKHOI & HAIPHONG	SUNGHIANG	Brit. str.	1 m.		BUTTERFIELD & SWIRE	To-morrow, at 10 A.M.

CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.

INTENDED SAILINGS FOR 1914.—SUBJECT TO CHANGE WITHOUT NOTICE.

NOTE.—The only fixed dates are departures from LIVERPOOL and HONGKONG. All other dates are approximate only.

TO VANCOUVER					TO L'POOL		FROM L'POOL		FROM VANCOUVER					HONG KONG	
Steamers	Hong-kong	S'hai	Naga-saki	Kobe	Yoko-hama	Vancou-ver	Quebec	Liver-pool	Steamers	Vancou-ver	Yoko-hama	Kobe	Naga-saki	S'hai	Hong-kong
	Leave	Leave	Leave	Leave	Leave	Arrive	Leave	Arrive		Leave	Arrive	Arrive	Arrive	Arrive	Arrive
—	—	—	—	—	—	—	—	—	—	—	—	—	—	—	—

PASSAGE RATES—HONGKONG TO LONDON.

	VIA QUEBEC	VIA NEW YORK
EMPRESS OF RUSSIA	£71.10	£71.10
EMPRESS OF ASIA	£65	£65
EMPRESS OF INDIA	£43	£43
EMPRESS OF JAPAN	£43	£43
MONTEAGLE	£43	£43

Hour of Departure—All Steamers sail from Hongkong at Noon.

Passengers purchasing Trans-Pacific Round Trip passage tickets to points in Canada and the United States and Europe have the option of returning from San Francisco by the steamers of the PACIFIC MAIL S.S. Co. or TOYO KISEN KAISHA.

SPECIAL FIRST CLASS RATES granted to Naval and Military Officers, Civil Servants, Missionaries, etc. Particulars will be furnished on application.

AROUND THE WORLD RATES in connection with SUMITOMO MAIL LINES or TRANS-SIBIRIAN ROUTE.

THE "EMPRESS OF RUSSIA" AND "EMPRESS OF ASIA" registered tonnage 16,850, displacement 30,625 tons, are new quadruple screw turbine steamers, the finest, fastest and most luxurious on the Pacific. Their passenger accommodation includes Suites, Rooms with Bath, Single Berth Rooms, Library, Lounge, Gymnasium, Laundry, etc.

SPLENDID OVERLAND TRAIN SERVICE, connecting with the Company's Atlantic Steamers.

HOTELS.—The service furnished by the Company's chain of Hotels is unsurpassed. THE COMPANY'S STEAMERS are fitted with powerful Marconi Wireless Installation.

Passengers may proceed by Rail between Ports of Call in Japan if so desired.

Route from HONGKONG VIA SHANGHAI, NAGASAKI (through Inland Sea of Japan), KOBE, YOKOHAMA and VICTORIA, B.C.

For full particulars of Passage and Freight Rates, Pamphlets, etc., please Apply to—

D. W. CRADDOCK, GENERAL TRAFFIC AGENT, Corner Pedder Street and Preys.

[1491]

NOTICES TO CONSIGNEES

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Steamship

"ARABIAN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, or West Point Godowns, or Godown No. 6, Matheson Street, Wanchai, whose delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 21st Sept. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 21st Sept., at 9.30 A.M.

All Claims must reach us before the 29th Sept., or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

MELCHERS & Co., Agents.

Hongkong, 14th September, 1914. [1147]

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM EUROPE AND SINGAPORE.

THE Steamship

"GLENLOGAN," Captain H. J. Henderson, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be carried on unless instructions are given to the contrary before 2 P.M. TO-DAY.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 28th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 28th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 21st September, 1914. [1163]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"CANDIA"

Arrived Hongkong on 20th Sept., 1914.

From ANTWERP, LONDON, MALTA, PORT SAID, SUEZ & STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at THEIR RISK in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon Wharf and Godown Company, Ltd., Kowloon, and stored at Consignees' risk and expense.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me, in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAY and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 21st September, 1914. [1]

VISITORS TO CANTON

Should Purchase

"FROM HONGKONG TO CANTON BY THE PEARL RIVER."

BY

CAPTAIN C. V. LLOYD.

With Illustrations, Maps and Plans.

PRICE \$1.75.

On Sale at:—

Hongkong: "DAILY PRESS" Office.

Messrs. KELLY & WAISH, LTD.

Messrs. BREWER & Co.

Canton: Messrs. A. S. WATSON & Co.

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR STRAITS, CEYLON, AUSTRALIA, INDIA, AFRICA, EGYPT, MEDITERRANEAN, PORTS, PLYMOUTH AND LONDON.

TO SAIL

SHANGHAI ... "WOSANG" ... Thursday, 24th Sept., D'light.

SINGAPORE, PENANG & CALCUTTA ... "CHOYANG" ... Friday, 25th Sept., 3 P.M.

SINGAPORE, PENANG & CALCUTTA ... "FOOSHING" ... Saturday, 26th Sept., 3 P.M.

MANILA ... "LOONGSANG" ... Saturday, 26th Sept., 3 P.M.

SHANGHAI ... "TAKSANG" ... Wed'day, 30th Sept., Noon.

TIENSIN ... "CHIPSING" ... Wed'day, 30th Sept., Noon.

SHANGHAI ... "CHUNSHANG" ... Saturday, 3rd Oct., Noon.

SINGAPORE & SOUBABAYA ... "FAUSANG" ... Saturday, 3rd Oct., 3 P.M.

MANILA ... "YUENSANG" ... Saturday, 3rd Oct., 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMANG" and "LATANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 30 days.

This service is supplemented by the "FOOSANG," "KUTSANG" and "LATANG" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yuse, Chafco, T'ain, Dalny, W'wei, T'ao and Nohwang.

Taking Cargo on Through Bills of Lading to Kade, Lahad Dato, Simpura, Tawao, Usulan, Jambou and Labuan.

Telephone No. 215, Sub. Exch. 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., GENERAL MANAGERS.

Hongkong, 23rd September, 1914. [11]

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND BANGCOEN.

Steamers are despatched Eastward and Westward at regular intervals taking

Passengers and Cargo at Current Rates

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS

Hongkong, 16th April, 1914.

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THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR

STEAMERS DATE OF DEPARTURE

TRANS-PACIFIC "SHIRE" AND "GLEN"

JOINT SERVICE.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHES

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STRAITS	TO SAIL	REMARKS
BOMBAY VIA STRAITS	NUBIA	at 3 P.M.	Freight and Passage.
COLOMBO	Capt. F. J. Fox	23rd Sept.	
LONDON VIA USUAL PORTS	SALSETTE	Noon.	See Special of Call
SHANGHAI	ORIENTAL	About 37th Sept.	Freight and Passage.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and MARSEILLES	NAMUR	About 14th Oct.	Freight and Passage.
SHANGHAI, MOJI, KOBE, and YOKOHAMA	NELLORE	About 17th Oct.	Freight and Passage.

All the above Steamers are fitted with Wireless Telegraphy. Subject to immediate alteration without notice.

NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under The British Government National Insurance Scheme and they can effect War Risk Insurance on individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

For Further Particulars apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd September, 1914

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STRAITS	TO SAIL
SHANGHAI	"LUCHOW"	On 23rd Sept., 4 P.M.
PAKHOI and HAIPHONG	"SUNGKIANG"	On 24th Sept., 10 A.M.
WEIHAIWEI and TIENSIN	"HUICHOW"	On 29th Sept., 4 P.M.
MANILA, CEBU and ILOILO	"CHINHUA"	On 29th Sept., 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted; Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "SHAOSING" and the S.S. "LIANGCHOW," "LUCHOW" and "YINGCOW," having excellent accommodation, with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Hongkong, 23rd September, 1914

TELEPHONE 36.

AGENTS.

BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,

Hongkong, 1st September, 1914.

AGENTS.

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DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	DEPARTING
"HAICHING"	Capt. W. C. Passmore	1 SATURDAY, 26th Sept., at 1 P.M.
"HAIYANG"	Capt. A. E. Hodgins	1 TUESDAY, 29th Sept., at 1 P.M.

* The s.s. "Haiching" calling at Swatow for Passengers only.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	1 THURSDAY, 24th Sept., at 1 P.M.
		1 SUNDAY, 27th Sept., at 10 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.

Hongkong, 23rd September, 1914.

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA VIA MANILA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	...	On 30th Sept. 10 A.M.
EASTERN	...	On 6th Oct. 10 A.M.
ALDENHAM	...	On 30th Oct. 10 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. A Staff-Boys have Electric Fans. A duly qualified Doctor and Stewards are carried.

For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS

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TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice

Steamer Displacement Tons and Speed. Leave Hongkong.

SHINYO MARU 22,000—21 knots from Nagasaki 6th Oct.

CHIYO MARU 22,000—21 knots ... TUES., 20th Oct.

TENYO MARU 22,000—21 knots ... SATUR., 14th Nov.

FIRST CLASS TO LONDON £71.10... RETURN (6 MONTHS) £120.

FIRST CLASS TO NEW YORK £60. ... " " £96.10.

" " " SAN FRANCISCO £45. ... " " £68.

SPECIAL SUMMER RATES TO JAPAN.

NAGASAKI KOBE YOKOHAMA
\$120. \$135. \$150.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal Mail Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE AND VALPARAISO.

THENCE BY

TRANS-ANDAN ROUTE TO BUENOS AIRES.

Steamer Displacement Tons and Speed Sails

SEIYO MARU ... 14,000—14 knots ... Tuesday, 6th October.

For Full Particulars as to Passage and Freight, apply to—

S. MORIMOTO, AGENT,
King's Building.

TELEPHONE 291.

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INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN—with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS:

FROM HONGKONG: 26th Sept. "KATHIAWAR" FROM COLOMBO: 17th Oct.

EXCELLENT ACCOMMODATION FOR 1ST AND 2ND CLASS PASSENGERS.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILING:

From Hongkong: "SALAMIS" 25th Oct.

FIRST CLASS ACCOMMODATION FOR PASSENGERS.

FITTED WITH WIRELESS TELEGRAPHY.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED,

MANAGING AGENTS.

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OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE.

In Connection with

THE CHICAGO MILWAUKEE AND ST. PAUL RAILWAY Co.

For VICTORIA AND TACOMA VIA KEELUNG, SHANGHAI, NAGASAKI, KOBE, YOKKAICHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU"	K. Hori	THURSDAY, 1st Oct., at 4 P.M.
"CANADA MARU"	H. Yamamoto	WEDNESDAY, 14th Oct., at 4 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY VIA SINGAPORE, PORT SWETTENHAM, PENANG AND COLOMBO.

Steamer	Captain	Leaving
"SHINCHIKU MARU"	I. Den	SATURDAY, 3rd Oct., at 4 P.M.

FOR FOOCHOW VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"KAIJO MARU"	Y. Yamamoto	THURSDAY, 1st Oct., at 2 P.M.

FOR TAMSUI VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIGI MARU"	S. Tokushige	SUNDAY, 27th Sept., at Noon.
"DALIN MARU"	K. Murakami	SUNDAY, 4th Oct., at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU"	X. Hattori	WEDNESDAY, 30th Sept., at 10 A.M.

These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.

These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

Y. ASAI,
MANAGER,
Second Floor, No. 1, Queen's Building.

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PENINSULAR & ORIENTAL STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer to YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Leave MARSEILLES	Due at LONDON	Due at PLYMOUTH (London 1 day later)
		6 p.m. Tues.	Noon. Satur.		Friday	Thursday	
Sept. 17	SALSETTE	Sept. 22	Sept. 26	M. LOJA	Oct. 23	Oct. 29	
Oct. 1	ORIENTAL	Oct. 6	Oct. 10	MOOLTAN	Nov. 6	Nov. 12	
Oct. 15	MALTA	Oct. 20	Oct. 24	MOLDAVIA	Nov. 20	Nov. 25	
Oct. 29	ARCADIA	Nov. 3	Nov. 7	KHYBER	Dec. 4	Dec. 10	

THE ATTENTION of Passengers is drawn to the ACCELERATED ARRIVAL of the Mail Steamers at Marseilles, Plymouth and London. These vessels will now arrive in Marseilles on Friday, and London on the following Friday. Arrangements are also being made whereby passengers by the P. & O. Special Train from Marseilles can now arrive in London at 3.25 p.m. on Saturdays.

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARE 8:

The Fares to London and Marseilles are as follows:—

LONDON	
1st Saloon "A"	Accommodation Single £55. Return £97.
"B"	" " £59. " £97.
2nd Saloon "A"	" " £44. " £86.
"B"	" " £40. " £80.
MARSEILLES	
1st Saloon "A"	Accommodation Single £51. Return £91.
"B"	" " £55. " £93.
2nd Saloon "A"	" " £42. " £83.
"B"	" " £38. " £77.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS	Leave YOKOHAMA	Leave SHANGHAI	Leave HONGKONG	Leave SINGAPORE	Leave MARSEILLES	Due at LONDON
	about	about	about	about	about	about
NAMUR	Sept. 29	Oct. 8	Oct. 14	Oct. 20	Nov. 18	Nov. 22
NELLORE	Nov. 10	Nov. 19	Nov. 25	Dec. 1	Dec. 23	Jan. 8
SICILIA	Nov. 24	Dec. 3	Dec. 9	Dec. 15	Jan. 14	Jan. 22
NAGOYA	Dec. 8	Dec. 17	Dec. 23	Dec. 29	Jan. 25	Feb. 3

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO

FARES TO LONDON: 1st Saloon £50 Single; £75 Return. 2nd Saloon £35 Single; £52 Return

FARES TO MARSEILLES: 1st Saloon £46 Single; 2nd Saloon £33 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy. THE ABOVE RATES ARE SUBJECT TO A SURTAX OF 10%. For Further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

NIPPON YUSEN KAISHA THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	KASHIMA MARU Capt. M. Yagi	20,000	WEDNESDAY, 23rd Sept., at 10 A.M.
	MISHIMA MARU Capt. F. L. Sommer	16,000	WEDNESDAY, 7th Oct., at 10 A.M.
VICTORIA, R.C. and SEATTLE VIA KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA	SHIDZUKA MARU Capt. Deguchi	12,500	TUESDAY, 6th Oct., at Noon.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	TANGO MARU Capt. Sekino	9,600	TUESDAY, 29th Sept., at Daylight.
CALCUTTA VIA SINGAPORE, PENANG and RANGOON	NIKKO MARU Capt. K. Takeda	9,600	WEDNESDAY, 21st Oct., at Noon.
BOMBAY VIA SINGAPORE, COLOMBO	KAWACHI MARU Capt. Nakamura	12,500	THURSDAY, 24th Sept.
	RANGOON MARU Capt. H. Nomura	12,500	WEDNESDAY, 23rd Sept.
KOBE	JINSEN MARU Capt. Torada	5,000	THURSDAY, 1st Oct.
KOBE	SANUKI MARU Capt. Date	12,500	FRIDAY, 25th Sept.
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU Capt. K. Takeda	9,600	SATURDAY, 26th Sept., at Noon.
KOBE and YOKOHAMA			

Fitted with New System of Wireless Telegraphy. Cargo only. NOTICE—"Kumano Maru," "Kamakura Maru" and "Hakata Maru" have been withdrawn from their Lines and not been replaced by substitutes.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months. Commencing from 1st June, ending 30th September, 1913.

	YOKOHAMA Return	KOBE Return	MOJI Return	NAGASAKI Return
1st Class	\$135	\$122	\$108	\$95
2nd	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 232 and 1241

[8-9-14]

